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CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

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COUNTRY Germany (Soviet Zone)/Poland

REPORT NO.

SUBJECT Frankfurt/Oder-Slubice Autobahn Bridge: Supervision of
Construction/Labor/Progress/Purpose

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(BY SOURCE)

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Supervision of Construction

"The part of the autobahn situated on the German side of the frontier line is nearly completed [as of November 1953]. This part of the construction work is being performed by the Bau-Union State-controlled enterprises Dresden and Spree. The work on the Polish side is being supervised by the Bau-Union Rostock. The Bau-Union Halle is responsible for all work on the actual bridge.

"For the time being, the bridge itself will have a one-way lane. Four pillars (there will be a total of six) have already been completed. The two other pillars are being built now by German specialists who, under a special guard, daily cross the river to the Polish side.

Labor

"Digging and terrain work on the German side is being performed by compulsory labor camp inmates from Gueldendorf. This camp is located in the former gravel pit. All of the inmates come from Fuerstenberg, having been selected from the large compulsory labor camp attached to the Huetttenkombinat Ost. Some of the Gueldendorf inmates were released in the autumn of 1953 as a result of the last amnesty in the Soviet Zone. Their places were filled by newcomers sent to Gueldendorf from Glowe on Ruegen Island [Ruegen Island in the NIS Gazeteer for Germany]. The huge compulsory labor camp in Glowe was dissolved after the June 1953 uprising and its approximately 6000 inmates were divided up and sent to various places. Most of them were sent to Aue and a good number were sent to the Fuerstenberg/Oder Huetttenkombinat Ost.

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"Along with the compulsory labor camp inmates, there are around 500 civilian workers employed on the project. From these civilian workers, a special brigade is chosen to work on the Polish side near Slubice.

Progress

"Construction is proceeding at a very slow pace. There is always a great scarcity of material; the tools and machinery are outmoded and rather worn out by too long use without replacement. The laborers are of the opinion that it will take three more years to complete the project. [The sub-source added that this picture would change immediately if the Soviet authorities decided to speed up construction.]

Purpose

"The autobahn will have only strategical meaning, as the two bridges in Frankfurt/Oder already in existence seem superfluous in regard to present Polish-German trade activities. The traffic on both these bridges is practically nil."

- end -

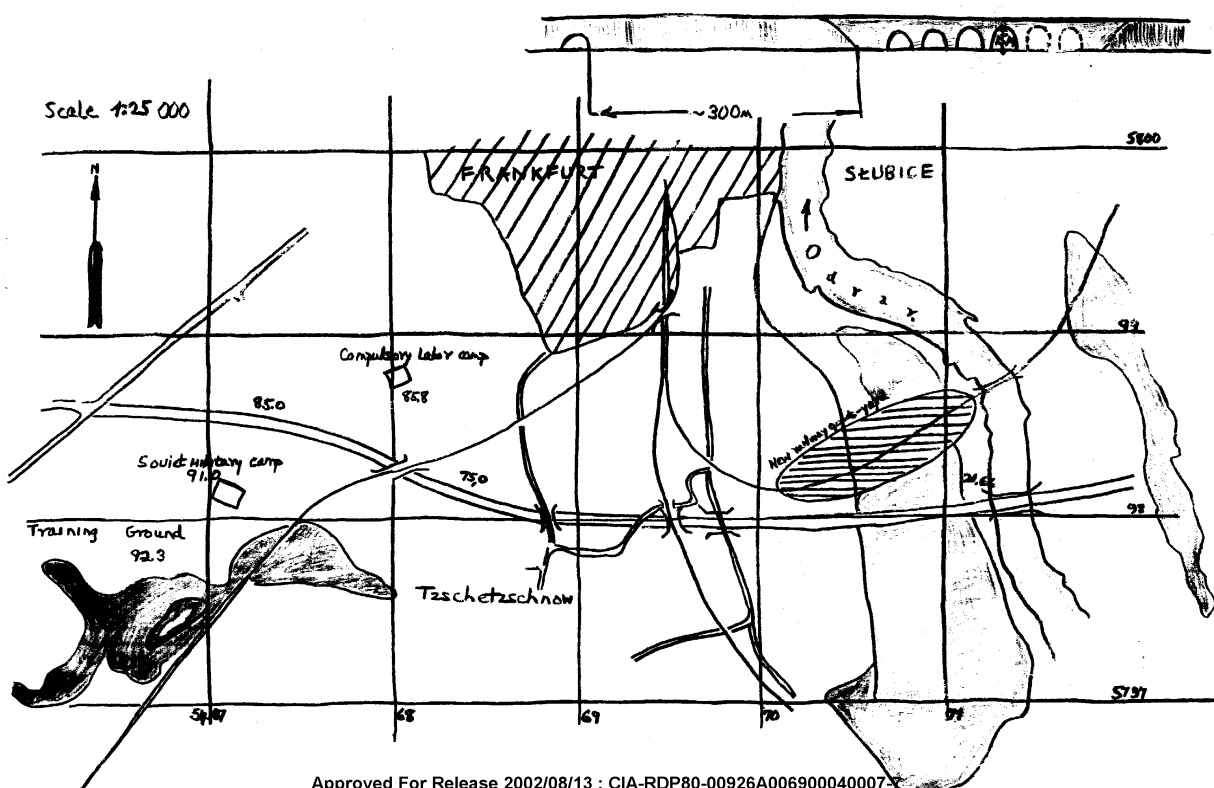
Enclosure: A: Sketch-map showing the Frankfurt/Oder-Slubice autobahn bridge and some of the territory on either side of the German-Polish frontier.
(Scale: 1: 25,000)

PROJECT & AREA CODES

754.8	4M/C
754.8	55M
761.125	4M/C

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FRANKFURT-SŁUBICE AUTOBAHN BRIDGE



Enclosure A: